B. Amendments to the Claims

1, 5 (Cancelled).

17 (Currently Amended). A portable wheel lock for securing vehicle wheels, said wheel lock comprising:

a rigid, generally flat chock adapted to be disposed upon a supporting surface for supporting a wheel to be locked, the chock having a longitudinal axis, a pair of spaced-apart sides, and a front and rear;

elongated, parallel guide slots defined in said chock sides;

an elongated, axle transversely extending between said chock sides, said axle slidably confined within said guide slots and having a pair of ends;

a pair of arms for restraining and captivating ~~a~~ **said** wheel to be locked, each arm pivotally coupled to an axle end;

wherein during deployment said arms are free to rotate in a first plane that is coplanar with both arms and the axle, and ~~they~~ **said arms** can be moved generally towards said chock front and rear as said axle slides within said guide slots; and,

locking links projecting from each arm ~~towards the other arm~~ that lock together substantially perpendicularly relative to said longitudinal axis once the stubs are properly placed about ~~a~~ **said** wheel and the wheel lock is deployed.

18 (Previously Added). The wheel lock of claim 17 wherein the chock comprise a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.

19 (Currently Amended). A portable wheel lock for securing vehicle wheels, said wheel lock comprising:

a rigid chock adapted to be disposed upon a generally flat surface for supporting a wheel to be locked, the chock having a longitudinal axis, a pair of spaced-apart sides, and a front and rear;

elongated, parallel guide slots defined in said chock sides that are substantially parallel with said longitudinal axis;

an elongated, rotatable axle transversely extending between said chock sides, said axle axially constrained between said guide slots and slidable within said guide slots towards or away

from said front or rear in directions coincident with said longitudinal axis, said axle comprising a pair of spaced-apart ends;

a pair of arms for restraining and captivating ~~a~~ **said** wheel to be locked, each arm comprising an end pivotally coupled to an axle end and terminating in stubs for captivating ~~a~~ **said** wheel;

wherein during deployment said arms are free to rotate in a first plane that is coplanar with both arms and the axle, ~~they~~ **said arms** can rotate about a center of rotation established by the axle, and ~~they~~ **said arms** can be moved generally towards said chock front and rear as said axle slides within said guide slots; and,

locking links projecting from each arm ~~towards the other arm~~ that lock together substantially perpendicularly to said longitudinal axis once the stubs are properly placed about ~~a~~ **said** wheel, thereby locking said wheel lock.

Please add the following claims:

20 (New). A portable wheel lock for securing wheeled vehicles, said wheel lock comprising:,

a rigid, generally flat chock adapted to be disposed upon a supporting surface, the chock comprising a pair of spaced-apart sides, guide slots defined in the chock sides, a longitudinal axis, and an internal cradle for receiving a wheel to be locked;

an elongated axle transversely extending interiorly of said chock between said chock sides that is axially confined between said slots and longitudinally slidable within said slots, said axle having a pair of ends;

an adjustable and displaceable fork dynamically secured to said chock, the fork comprising a pair of arms pivotally secured to said axle ends adapted to extend generally towards said wheel disposed within said cradle, each arm comprising:

an integral stub extending towards the wheel for restraining the wheel by engaging both sides of the wheel; and,

locking links projecting from each arm that are adapted to be locked together substantially perpendicularly to said longitudinal axis once the stubs are properly placed about a wheel, thereby locking said portable wheel lock;

wherein, prior to locking, said fork arms are free to rotate in a first plane that is coplanar with both arms and the axle, and said fork arms can also rotate about a center of rotation established by the axle.

21 (New). The wheel lock of claim 20 wherein the chock comprise a raised barrier at said front, a control portion at the rear adjacent the cradle, and inclined dividers between the cradle and the control portion and between the cradle and barrier.